THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No decision, as yet, has been taken for revival or otherwise of Hooghly Dock and Port Engineers Ltd.

(b) Does not arise.

(c) Does not arise.

Specification of the Nature of Cargo by Transport Carriers

2467. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that all the transport carriers carrying hazardous items have to indicate the nature of the cargo and antidote in case of any mishap;

(b) whether carrying of such antidote material has been made mandatory. If not, the reasons therefor;

(c) whether the responsibility of implementing the rule has been pin-pointed on any authority; and

(d) if so, the name of the authority?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir.

(c) and (d) The responsibilty for implementing the provisions of Motor Vehicles Act and Rules is with the Transport Departments of the State Governments.

दिल्ली परिवहन निगम का दिल्ली सरकार को सौंपा जाना

2468. **श्री दिग्विजय सिंह** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार दिल्ली परिवहन निगम को दिल्ली सरकार को सौंपे जाने के मुद्दे पर विचार कर रही है यदि हां, तो किस आधार पर दिल्ली परिवहन निगम को दिल्ली सरकार को सौंपा जा रहा है;

(ख) क्या दिल्ली सरकार से इस मुद्दे पर कोई बातचीत की गई है, यदि हां तो तत्संबंधी ब्यौरा क्या है; और

(ग) यदि दिल्ली सरकार दिल्ली परिवहन निगम को अपने नियंत्रण में लेने पर सहमत हो जाती है तो उसका आधार क्या होगा और यदि नहीं, तो दिल्ली परिवहन निगम के भविष्य, उसके कर्मचारियों की समस्याओं और दिल्ली परिवहन निगम के कार्यकरण के संबंध में सरकार का अन्तिम निर्णय क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) से (ग) दिल्ली परिवहन निगम को राष्ट्रीय राजधानी क्षेत्र दिल्ली की सरकार को हस्तांतरित करने का एक प्रस्ताव भेजा गया था । राज्य सरकार ने अपने दिनांक 8 दिसम्बर, 1994 के पत्र के तहत दिल्ली परिवहन निगम के हस्तांतरण को स्वीकार करने के लिए अनेक शर्तें लगाई हैं । इनकी जांच की जा रही है ।

गुजरात के दुर्घटना दावा प्राधिकरण द्वारा दावों के मामलों को निपटाने में विलम्ब

2469. **श्री गोपाल सिंह जी० सोलंकी** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) 31 अक्तूबर, 1994 तक की स्थिति के अनुसार दुर्घटना दावा प्राधिकरण के पास गुजरात के सूरत, भरुच, बड़ोदरा और पंचमहल के संबंध में लंबित मुआवजे के मामलों की जिलेवार संख्या क्या है;

(ख) यह प्राधिकरण किसी मामले को निपटाने में सामान्यतया कितना समय लेता है;

(ग) प्राधिकरण द्वारा एक मामले के निपटान में असाधारण विलम्ब के क्या कारण हैं; और

(घ) उन मामलों के शीघ्र निपटान के लिए क्या-क्या कदम उठाए गए हैं या उठाए जाने का विचार है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जग[illegible]) : (क) से (घ) सूचना एकत्र की जा रही है और राज्य सभा पटल पर रख दी जाएगी ।

Dredging work by Dutch Contractor

2470. SHRI NILOTPAL BASU:
SHRI DIPANKAR MUKHERJEE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Dutch contractor engaged in the Capital Dredging work at Jiggerkhali Flat has been served with an order of termination of contract by Calcutta Port Trust while Dredger Corporation of India Limited has not done so despite the Contractor's non-performance;

(b) if so, the cost of acquisition of Dr. CSD 'Aquarius' and her deployment schedule since its acquisition;

(c) whether it is a fact that some "basket" arrangements were ordered by

Government to appease the Dutch Contractors who ultimately did not undertake dredging despite fulfillment of commitments according to the said "basket" arrangements by Calcutta Port Trust;

(d) whether it is also a fact that Calcutta Port Trust had to take loan from a Dutch Bank for financing the project; if so, the details regarding the amount of loan so far taken, and commitment charges paid so far:

(e) whether it is a fact that Calcutta Port Trust still continues to pay commitment charges interest to the Dutch Bank; and

(f) if so, the details regarding the bank guarantees furnished by the Dutch Contractors to Calcutta Port Trust with amount, terms and the status of encashment of this bank guarantees by Calcutta Port Trust to recover payment made to the Contractor may be mentioned ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The Dutch Contractor has been served with an order of termination by Calcutta Port Trust. Regarding termination of Cooperation agreement between DCI and the Dutch Contractor, the Government of India has already taken up the matter with the Dutch Government.

(b) The cost of CSD Aquarius and other equipment is DFL 24.327 million (Rs. 27.08 crores). In addition, DCI had paid custom duty of Rs. 11.30 crore on spare parts and ancillaries transferred along with the Dredger. The dredging schedule has been drawn up till 1996 and she has accomplished dredging assignments at Haldia, Hazira, Cochin, Mormugao, Visakhapatnam since its acquisition in 1991.

(c) The "basket" arrangements were made to explore the possibility for reviving the project and not to appease the Dutch Contractor.

(d) Yes, Sir. CPT took a loan amounting to DFL 82.28,472.07 from NIB, a Dutch Bank for financing the project. The total amount paid including interest and commitment fees is about DFL 19.33 million equivalent to about Rs. 3.32 crores.

(e) No further commitment charges are payable by CPT to the Dutch Bank but the interest charges are required to be paid.

(f) M/s Z. V. submitted three bank guarantees amounting to around Rs. 86 lakhs & DFL 6.96 millions. Out of three, two bank guarantees were unconditional and payable in Indian Rupees. One of these was invoked but stayed by the Dutch Court. The third one was conditional and cannot be invoked.

एक्सप्रेस राजमार्गों का निर्माण

2471. **श्री शंकर दयाल सिंह** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार आगामी कुछ वर्षों में एक्सप्रेस राजमार्गों का निर्माण किए जाने की योजना पर विचार कर रही है;

(ख) क्या इस उद्देश्य के लिए बाहर के देशों, गैर-सरकारी व्यक्तियों या फर्मों से सहायता मांगी जा रही है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) से (ग) जी हां। सरकार बी०ओ०टी० (निर्माण प्रचालन-हस्तांतरण) के आधार पर घरेलू और विदेशी, दोनों प्रकार के निवेशों के जरिए, कुछेक परियोजनाओं के बारे में निजी क्षेत्र की भागीदारी पर विचार कर रही है। तथापि, प्रस्तावों के लिए विस्तृत कार्यविधियों की अभी अंतिम रूप दिया जाना है। अतः इस समय इसके विस्तृत ब्यौरों का उल्लेख कर पाना संभव नहीं है।

High Speed Tram Project for Delhi

2472. SHRI V. NARAYANASAMY: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have finally approved the High Speed trams for Delhi; if so, the details of the project and the estimated cost thereof;

(b) the details of the funding of the project and by when the actual construction is proposed to commence: and

(c) what steps are proposed to be taken to improve the existing bus service in the capital ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. In consultation with the Government of National Capital Territory of Delhi it has been decided to provide High Speed Tram System on 9 important corridors of Delhi. These High Speed Trams will operate on elevated tracks. Necessary action has already been initiated to call for proposals from Indian/Foreign Agencies on Build, Operate and Transfer basis.

The cost of construction of HST System in Delhi (1994 prices) is estimated at Rs. 176 million per km.

At this stage no time limit by which the construction will start can be indicated.

(c) The following steps have been taken by the Transport Department of Govt. of